

Another Lace Curtain Sale.

Last month's sale of Lace Curtains was most successful—so much so that we have decided to close out at this time all grades and kinds of Laces of which we have but a few pairs. Many of these are the new goods which have been sold almost out—all of them are both desirable and worth, in many cases, double what we have priced them. The number in each style is indicated—and the quick choice is by all odds the best.

	Were.	Reduced to.		Were.	Reduced to.
2 pairs Irish Point Curtains.	\$30.00	\$12.00	2 pairs Novelty Curtains.	\$6.00	\$3.50
2 pairs Irish Point Curtains.	25.00	10.00	2 pairs Novelty Curtains.	4.50	2.75
2 pairs Irish Point Curtains.	20.00	8.00	2 pairs Novelty Curtains.	3.50	2.25
2 pairs Irish Point Curtains.	15.00	6.00	2 pairs Novelty Curtains.	2.50	1.50
2 pairs Irish Point Curtains.	10.00	4.00	2 pairs Novelty Curtains.	1.50	.90
2 pairs Irish Point Curtains.	5.00	2.00	2 pairs Novelty Curtains.	1.00	.60
2 pairs Irish Point Curtains.	4.00	1.50	2 pairs Novelty Curtains.	.75	.45
2 pairs Irish Point Curtains.	3.00	1.00	2 pairs Novelty Curtains.	.50	.30
2 pairs Irish Point Curtains.	2.00	.75	2 pairs Novelty Curtains.	.30	.15
2 pairs Irish Point Curtains.	1.50	.50	2 pairs Novelty Curtains.	.25	.10
2 pairs Irish Point Curtains.	1.00	.30	2 pairs Novelty Curtains.	.20	.08
2 pairs Irish Point Curtains.	.75	.20	2 pairs Novelty Curtains.	.15	.05
2 pairs Irish Point Curtains.	.50	.10	2 pairs Novelty Curtains.	.10	.03
2 pairs Irish Point Curtains.	.30	.05	2 pairs Novelty Curtains.	.05	.01
2 pairs Irish Point Curtains.	.20	.02	2 pairs Novelty Curtains.	.02	.00
2 pairs Irish Point Curtains.	.10	.01	2 pairs Novelty Curtains.	.01	.00
2 pairs Irish Point Curtains.	.05	.00	2 pairs Novelty Curtains.	.00	.00

W. B. MOSES & SONS, F. St. Cor. 11th.

GRADE CROSSINGS

Report to Board of Trade on B. & O.

Bill

PROPOSED

Adoption of Report With Exception

of Three Sections.

DIVISION OF THE COST

The board of trade met last evening in the hall of the National Rifles' armory and considered a report from its committee on railroads, on the Baltimore and Ohio Railroad, which was approved by the Commissioners. A number of important amendments to this bill were recommended, among which was one concerning the proposition to pay the Baltimore and Ohio Railroad Company \$1,500,000 toward the cost of eliminating grade crossings. The committee had previously devoted to a discussion of a proposition of the committee to shift the tracks of the railroad east of Brentwood road, and locating the round house and machine shops of the company near Ivy City, instead of at Eckington. This recommendation called forth a long debate, but it was finally voted down.

The committee on streets and avenues also made a report in favor of having the records now in the keeping of the War Department placed in the custody of the city, which was declared to be the proper place for them to facilitate the work of examining titles. This report was unanimously adopted.

Mr. John Joy Edson, president, called the meeting to order, and George H. Harries, secretary, read the minutes of the last meeting, which were approved.

Report on Railroads.

The secretary then read the report of the committee on railroads, which was as follows:

To the Washington board of trade: "Senate Bill No. 223, relating to the Baltimore and Ohio Railroad for changes in the present status of that railroad in the District of Columbia, having been referred to the board of trade by the Commissioners, your committee on railroads has given careful consideration to the bill, and now submits to you its conclusions.

"A hearing was given to such persons as were interested on February 1, at which the board of trade, the Commissioners, Mr. Hunt represented the Engineers' present, and Mr. Hunt represented the Engineers' present, and made such explanations as were desired. After a full discussion and the presentation of different provisions of the bill it seemed wise to the following changes or additions should be provided for:

"1. C street should be widened forty feet on the north side, extending from New Jersey avenue to 1st street northeast, in order to provide for the traffic at this point.

"2. If in any way practicable, the parkway, bounded by Delaware avenue, Massachusetts avenue, F and 1st streets east, should be left open to the public, and both Massachusetts avenue and F street should be left open by means of tunnels.

"3. That the use of any part of North Capitol street by the railroad company should be expressly prohibited.

"4. Substitute for the words 'City of Washington' wherever they occur in the bill, the words 'District of Columbia,' and any ambiguity caused by this substitution should be cured by perfecting the description of the part of the bill so amended.

Proposed Route.

"5. The bill should provide that the proposed main lines or said railroad to connect the new terminals and terminal tracks with the present lines of railroads of the Washington and Metropolitan branches, should continue northerly across Florida avenue at a point east of the public market, thence by the most practicable route at a sufficient distance from the existing line of said Brentwood road to permit the free and unobstructed use of said street for public travel to a point at the intersection of 9th and S streets northeast (as shown on the plan of the second section) to a permanent system of highways, crossing over New York avenue by means of a two-span plate girder bridge, or by masonry arches, and leaving said street open to the public, and their intersection entirely unobstructed for passenger or vehicular traffic, thence from said intersection of 9th and S streets northeast, by diversifying the route, to the most practicable route in a general northerly direction to connect with the present tracks of the Metropolitan branch at or near Indianapolis street as shown on said plan.

"Provision should be made for the locating, constructing, maintaining and operating at or near the connection of the Washington branch and the branch track, or Y, hereinafter provided for, yard, houses, shops, etc. The branch track, or Y, to commence at a point on the Washington branch at or near 14th street between F and I streets northeast, thence in a general northerly direction to a point on the Metropolitan branch at or near 10th and W streets northeast.

"6. The railroad company should surrender to the United States that portion of its present right of way for the Metropolitan branch which lies to the south of Indianapolis street to M street, within the city limits, and all property owned or occupied by said railroad company lying between the proposed main line and the right of way between said Indianapolis and M streets should also be abandoned for railroad purposes, and in addition, should also surrender to the United States that portion of the present right of way, etc., of its Washington branch which is to be abandoned.

"7. The bill should contain provisions for damages similar to the recommendations by the railroad committee of this board for the Pennsylvania Railroad.

"8. The cost of making the changes of grade, etc., required by the bill should be secured within the limits of the recommendations for the Pennsylvania Railroad bill.

"9. The provisions for taxation should be substantially the same as those recommended for the Pennsylvania Railroad bill.

Removal of Tracks.

"10. The bill should require the removal of all of the present tracks, yards, shops, roundhouses, etc., proposed to be abandoned within six months after the completion of the works provided for in the bill, and the occupancy of the new roundhouses, shops, yards, etc., within the same period.

"11. It should also be provided that switches may be run from authorized tracks upon application of any property owner, subject to such regulations as may be provided by the District Commissioners, provided that there shall be no use of streets or parks nor obstruction to pedestrian and vehicular traffic.

"12. The railroad should be properly compensated for the difference, if any, in value between land owned and dedicated by it to the United States and the public land of which the use is granted by the terms of the bill.

"13. Inasmuch as the division of cost of similar improvements between other municipalities and railroad companies has differed widely in the instances brought to the attention of your committee, we are of opinion that the question of the payment of any portion of the cost of these improvements should be left to the discretion of the Commissioners and Congress.

Sections Approved.

All the above sections of the committee's report were approved with the exception of those relating to the proposed changes in Eckington and the section relating to the payment of \$1,500,000 to the railroad company toward the expense of making the changes in Eckington.

The sections relating to the changes in Eckington were then considered, and there were forceful speeches for and against the proposition. Those favoring the adoption of these sections declared that the homes of the residents in Eckington would be greatly depreciated if the bill should become a law, and claimed that a better route could be secured at an expense of from \$18,000 to \$30,000 to the company which would not cause injury to

property. They declared that they were anxious to do away with grade crossings, but believed that while they were being made it would be better to cause the least injury. Those who opposed the changes and advocated the plans as approved by the Commissioners expressed their anxiety to have the bill passed, and the people of this city should do nothing to interfere with the plan because some personal interest happened to be affected by it.

Mr. C. B. Hunt, assistant engineer in the office of the Engineer Commissioner of the District, was present and spoke to the platform to explain the differences between the plan approved by the Commissioners and that proposed by the railroad committee. Mr. Hunt said the proposed change had been brought to the attention of the Commissioners by Mr. Serven before the adoption of the bill, and was fully considered by them. He said they were not able to justify this proposed plan of the railroad company, and that it would cause the line of the road, which was one of their reasons for not embodying it in the bill. The grade on this proposed route would be from 48 to 50 feet. Another objection to the proposed plan was that it placed the round house and machine shop a mile further out of town than is proposed in the Commissioners' bill.

Another Proposition.

Mr. N. H. Shea suggested that the wishes of the people of Eckington might be met by a route in a more direct line to Eckington. He said he had been told that the people of Eckington would have no objection to such a route.

Mr. J. W. Farnham, a member of the board of directors and formerly president of the North Capitol and Eckington Citizens' Association, said the people of Eckington would have no objection to a direct route, provided the railroad company is not permitted to raise a dirt embankment through the heart of that suburb and close the streets.

"While the line proposed by the people of Eckington," he said, "seems to indicate the largest amount of damage to the railroad company, yet it was only a few feet long. We are prepared to show that the grade on this line is less than that of the line proposed by the railroad company. At present it is about 1 per cent, while under this proposed plan it is less than 1 per cent, and when that plan is adopted the grade will be less than 1 per cent in the vicinity of Eckington. Instead of cutting off its growth, and we say the best company should not be allowed to close the streets in that beautiful and thriving section, to locate round houses and machine shops practically in the city.

"The additional expense of the city have advocated abolishing grade crossings and they favor that today, but while you do that you do not take them out, you close the streets in that beautiful and thriving section, to locate round houses and machine shops practically in the city.

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THE SOCIAL WORLD

Thinking of the Good Times of the Past.

LENTEN OCCUPATIONS AT PRESENT

Recent Pleasant Entertainments

and Their Hosts.

OTHER TIMELY TOPICS

More than ever before the events of the past winter were of a character which were as interesting to the world at large as they were to the community. It is hardly possible in the lives of the present active generation that they will assist again at marriages in families at the head of three separate organizations, always to the front in social affairs, that of the admirals of the navy, of the commanding general of the army and of the dean of the general corps. The season began with the admirals' marriage, which was gracefully balanced by the Reber-Miles event, and one of its most prominent closing events was the ceremony witnessed last Saturday at St. John's, when society looked on a wedding arranged on English lines and was correspondingly happy. The winter has witnessed that familiar tribute to the past, especially in the third year of its power, by a series of dinners offered in unexampled elegance on services of gold and silver. Railroad kings have met and conferred over many a festive board the past three months, while that even older game of politics has been played in all the variations of its fascinating attraction, being and around about many an ambush of orichs and roses. The young people, the debutantes, have been surprised with the lights of pick from, and ten to one he goes late hours and unaccustomed hardship of trying to look and think amiably when tiredness could be excused. There have been several engagements announced, and lots of others are hanging fire awaiting the wearing out of parental objections, but the season has been a happy one, with an attendance on the debutante for periods ranging from five to twenty-five years, with all the social fabric, just as they were the old days, and as such in the treasure of a dimly remembered past.

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Shepherd, Mrs. T. E. Wedersheim and Mr. S. C. Neale.

Senator and Mrs. McMullan gave a large dinner last night.

Mr. and Mrs. Robert Bromley are at St. Augustine, Fla., for a few days before continuing their wedding trip to Palm Beach.

The Mexican ambassador and Mrs. A. Zappoz will give a dinner tonight in honor of the British ambassador and Lady Pauncefote.

General Wheeler and Miss Anna Wheeler are now in their home from the Philippines on the transport Warren. Miss Anna Wheeler's engagement was announced before her departure to Lieutenant W. W. Fisher, Jr., of the United States army, now stationed in the Philippines.

It is said the wedding will take place at the residence of Mr. J. D. Peterson and daughter. Various guests were indicated in the wedding list, and Mr. J. D. Peterson will leave for his home in New York Monday.

Mrs. J. H. Starn will not be at home today. Mr. and Mrs. J. H. Starn leave this evening for Chicago, to attend the wedding of their son, Mr. Lewis Herzog.

Mr. and Mrs. F. L. Willard have returned to the Cameron flats, Vermont avenue, and will be at home again.

The Saturday Evening Assembly have issued cards for another of their popular dances at the National Rifles' armory next Thursday evening, March 10.

Mrs. J. H. Starn and Miss Kirkup will be at home informally the first two Mondays in March.

Miss Marguerite Stillwell of New York is visiting her friend, Miss Payne, at No. 1824 Yale street, and will be at home on Monday and Tuesday, March 5.

The marriage of Miss A. Gertrude Stowell and Mr. Otto J. Botsch, both of Washington, took place at